

Edmonton Bulletin.

VOL. III.

EDMONTON, N.W.T., SATURDAY, AUGUST 19, 1882.

No. 16.

TELEGRAPHIC.

BATTLEFORD, August 17th, 1882.

Ballendine goes east next mail to arrange for carrying a fortnightly mail to Edmonton. The new route will be by Pitt and Victoria.

The Saskatchewan is very high. Harvesting is in full blast. Barley and oats are already cut. Crops were never better.

Robert Young arrived from Edmonton on Thursday.

A large party of immigrants numbering about one hundred, are here, bringing horses, cattle, implements and provisions. They have been arriving during the past ten days and have located between the rivers west of Battleford.

A detachment of police goes up by next boat to reinforce Fort Saskatchewan.

Thomas Dewan returned from Montana Saturday, with forty mares and two thoroughbred stallions, one a trotter with a 2.30 record.

Wheat was cut at Duck Lake on the 8th.

Timothy and Hungarian grass have been successfully tried here.

R. Hardisty and Rev. John McDougall arrived down the river this morning and left two hours later.

BATTLEFORD, August 18th, 1882.

Steamer Northcote arrived at noon to-day and left two hours later with about 100 tons of freight, chiefly for the H.B.Co. and Brown & Curry, and the following passengers, for Edmonton: R. S. McGinn, A. W. Kippen, J. Turner, wholesale grocer of Hamilton, J. McKechnie and M. M. Miller of Winnipeg, Dr. H. Wilson, Rev. Mr. Sanderson, wife and children, A. Dunlop, wife and children, Mrs. D. S. McKay and two children, Miss May, A. Ayres, Mrs. McLeod, and J. G. Anderson. Passengers to Battleford were W. J. Scott, registrar, wife and two children, Miss Gough, F. Gough, Mrs. Donovan, Misses Kavanagh, and Mary Donovan. The Northcote was detained at Grand Rapids twelve days to assist the hull of the new steamer Marquis over. The Manitoba was not over when the Northcote left.

The North-West arrived at Grand Rapids on the 5th August and was to leave for Edmonton in four or five days.

Hardisty and party met the Northcote last night thirty miles below here.

H. Richardson, jr., has finished harvest, yield very large in all grains.

LOCAL.

CATTLE are fat.

HOP vines are loaded.

NIGHTS are getting cool.

CRANBERRIES are reddening.

NEARLY all the rafts are down.

SHOWER of rain Thursday night.

BUTTER still plentiful. Eggs scarce.

G. RATH finished cutting his wheat on Tuesday.

INDIANS are principally self sustaining just now.

MOSQUITOES and flies are getting less troublesome.

RIVER high, but several feet lower than on Monday last.

FRANK PROVOST cut some wheat on Tuesday of last week.

G. A. SIMPSON, D.L.S., is said to have the heaviest team in the settlement.

THE Early Rose potatoes in Mr. Hardisty's garden are being dug, being fully ripe.

FRANK HART drives the only mule team in the settlement. The mules are small and are said not to be dangerous.

THIRTY thousand feet of lumber is being rafted at the Edmonton Mills. It is for A. Macdonald & Co., Battleford.

A SMALL R.C. chapel been erected on the south side on L. Garneau's property. The size is 26x30, with 12 foot walls, finished with dressed lumber inside and out.

A. D. PATTON's crop of barley on the south side, which was supposed to have been ruined by hail some time ago has grown up again and is now in head the second time. The crop is heavier than it was at first.

THE Globe's special was at the 4th siding on the C.P.R., 180 miles west of Winnipeg on July 2nd, on his way through the North-West. Hope he won't forget to give Edmonton a call and speak as truthfully of what he sees as he did last fall.

It is expected that during this year the C. P.R. Co. will bring into the Province, for their own use, about 50,000 tons of coal. If the means of communication were properly developed every ton of this amount could be laid down at Selkirk from Edmonton as cheaply as the American coal can be.

LATEST accounts from Winnipeg say that the steamboat company would not receive any more freight for Edmonton or at least would not agree to take through any more until the Manitoba got over the Rapids. Freight to the amount of several hundred tons was lying in Winnipeg awaiting shipment.

I. G. BAKER & Co. received last winter the contract of forwarding the necessary supplies to the Indian Department in this district. The supplies were to have been delivered, partly in July and the whole by the 1st of August. Not the first atom has arrived yet nor the first whisper been heard of its whereabouts. American energy—or what?

MR. DEANE has got through running the dividing lines between the river lots in town. The lines run very nearly the same as before the Bourne survey. The line between D. Ross and the Methodist Mission is on the flat just behind Ross's house. Between the Mission and McDougall, and between the latter and Pritchard the lines are as they were before. The line between Pritchard and A. Macdonald & Co., runs through Kelly's shoe shop, and that between A. Macdonald & Co. and Donald McLeod through Humberstone's house. The line between Donald McLeod and J. Rowland cuts off two small houses lately erected on the latter's claim. Between Jas. and Wm. Rowland and between the latter and K. Macdonald the lines are as they were before. Mr. Deane has been to considerable trouble in getting at a full knowledge of the original claims here, and as we have not heard any dissatisfaction expressed as to the result of the survey we presume that all parties will agree to abide by it. The plan will have to be forwarded to Ottawa for approval by the Land Department before the affair is finally settled, and it might hasten the settlement if all the property holders were to forward an expression of their approval to the department. Mr. Deane will define the boundaries of all the claims on this side of the river before going to the south side. When both sides are finished the lots will be numbered, commencing at the eastern limit of the settlement, the even numbers running on the north and the odd numbers on the south side of the river.

METEOROLOGICAL.

Weather report for week ending Thursday evening, 16th August, 1882. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Friday,	76	63
Saturday,	72	50
Sunday,	74	50
Monday,	74	47
Tuesday,	77	45
Wednesday,	72	49
Thursday,	69	47

Barometer rising, 27.832

Rainfall during week, 0.92 inches.

BIRTH.

On the 18th inst., the wife of COLIN FRASER of a son.

FOR SALE.—One new mower and two spring wagons.

M. McCAULEY.

LOST SHEEP.—About the first of August, from the Victoria road, near Turnip Lake, one full grown ewe. Any information as to its whereabouts will be thankfully received by the undersigned.

JAS. LAUDER.

McNICOL & CHAMBERLAYNE.

WE beg to inform our friends and the general public that we have commenced business at Ft. Saskatchewan in the premises lately occupied by Jas. Haly & Co.

We shall open during the next ten days a nicely assorted stock of Dry Goods, Groceries, Provisions, Boots and shoes, Hardware, &c., &c., and hope by close attention to business to merit a fair share of patronage and support.

A. McNicol.

W. Chamberlayne.

\$10 REWARD.

LOST.—Strayed from Police Barracks, Battleford, about the end of May, a dark bay Canadian mare, black points, about fifteen hands one inch high, about 6 or 7 years old, was in poor condition when lost, whoever will deliver the same to Sergeant Warden, Barracks, Battleford, or to Serg't Major Belcher, Ft. Saskatchewan, will receive the above reward.

DR. MUNRO.

Late House Surgeon Winnipeg General Hospital.

Office under Masonic Hall, Main street.

WM. STIFF.

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Property bought and sold on Commission, Accounts collected, Estates managed for non-residents, Information furnished to Intending Settlers. All correspondence promptly attended to. Office in Masonic Hall buildings.

JASPER HOUSE.

North side of Main street. The only brick building in Edmonton.

First class weekly and daily board at reasonable rates.

J. GOODRIDGE, Proprietor.

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Retail—307 Main street, Winnipeg, and opposite post office, Portage la Prairie.

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Special attention paid to orders from the North-West.

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CANADIAN ALMANAC for 1882 at

FRANK OLIVER'S.

GENERAL NEWS.

The population of Japan is over 35,000,000. Mrs. Garfield's income is about \$16,000 a year.

Moody, the Revivalist, is about to visit Paris.

The Salvation Army is about to attack Toronto.

Shipping at Montreal is expected to be dull this season.

Evictions in Ireland now average a thousand weekly.

The Winnipeg volunteers parade to church. Lady killers.

Hon. D. A. Smith is Vice-President of the Bank of Montreal.

Crops are likely to be poor in England on account of heavy rains.

Rapid City has been connected to the outer world by the telegraph system.

Chief Terrorist is the title of one of the officers in the Nihilists. Very suggestive.

Forest fires were raging in Wisconsin in June last. The town of Dewittsville was in danger.

The track-layers on the C.P.R. had reached a distance of 91 miles west of Brandon on June 20th.

Some of the Quebec M.P.'s have entered actions for libel against newspapers calling them Free Masons.

On the 14th of June a Mr. Rowland, living near Kidgetown, Ont., shot his wife dead. He was arrested.

Sir John A. Macdonald was elected for two Ontario constituencies, Carlton and Lennox. He will probably sit for Lennox.

Lord Kimberley, Colonial Secretary, has intimated that royal assent will be given to the Canadian Deceased Wife's Sister Bill.

Vankoughnet who murdered a man named Richardson, near Buck Lake, Ont., last spring, was hung at Kingston on the 28th of June.

A party of half-breed traders from the west passed through Portage la Prairie lately en route to Winnipeg, with forty cart loads of fur valued at \$25,000.

A saloon keeper in Cammington, Ont., has been fined \$200 for supplying liquor to one Donald McCaskill, after having been forbidden to do so by McCaskill's mother.

The assessors' roll having been examined and revised, it is found that the assessment of the town of Portage la Prairie amounts to \$7,500,000. Last year it was only \$800,000.

The Northern Pacific Railroad cost \$74,463,000, and the lands granted to it by the United States Government are valued at \$144,800,000. How about the Canada Pacific?

The Hudson's Bay Company has declared a dividend of fourteen shillings per share. It was also decided to reduce the shares from £17 to £15 as the Company are parting with their lands.

The government asks for tenders for the formation of a canal to connect the head waters of the Bay of Quinte with Presqu'île harbor, Lake Ontario. It is to be called the Murray canal.

The C.P.R. authorities deny the statement made by the Toronto Globe, that it has been found necessary to abandon the Kicking Horse Pass and return to the Yellowhead. The contrary is the fact.

A man named John Kelly, a C.P.R. train hand, was found dead in a lumber car in Winnipeg lately. The surroundings were spattered with blood, and gave evidence that the man had been foully murdered.

The stations of the C.P.R. as reconstructed between Portage la Prairie and Brandon are now permanently fixed as follows: Portage la Prairie, Bagot, McGregor, Austin, Sidney, Melbourne, Carberry, Sewell, Douglass, Chater, Brandon.

Advices from Chicago state that Manager Van Horne denies that the Canadian Pacific Railroad will withdraw its opposition to a junction between the Northern Pacific and the Manitoba South-Western roads if the Northern Pacific will stop its parallel lines to St. Paul and Minneapolis. He says the Canadian Pacific has nothing to do with domestic arrangements as to the territorial policy of St. Paul and Manitoba.

Mr. Smithers, President of the Bank of Montreal, shows that the expansion of credit has reached the enormous figures of \$176,000,000, being an increase of thirty-six millions in the past year, or sixteen millions more than it has ever reached before.

It is now beyond a doubt that Conservatives are in a minority in the local elections in Prince Edward Island, Nova Scotia and New Brunswick. The latter government suddenly flopped over to the Conservative side just before the general election and suffers defeat accordingly.

Cartwright in Ontario, Huntington in Quebec, Smith and Anglin in New Brunswick, and Laird in Prince Edward Island are among the prominent reformers defeated at the general elections. Blake and Mackenzie are still right side up with care. None of the Conservative leaders were defeated.

Under the new arrangements with P.W. & N.W.Ry.Co., the contractors agreed to have a train running into Gladstone before or on the 1st day of August. Construction was being pushed forward vigorously on the line, and the contractors anticipated no difficulty in having the line running into Gladstone at the above named date.

A boy named John Thibbitts had murdered two men near Perham, Minne-ota, about the fifth of June. On the night of the 8th he was taken out of the jail by a gang of men and hung to one of the rounds of a ladder which was leaning against a telegraph pole. The body was still swinging there when the train passed on the morning of the 9th.

Alex. Forbes of Hamilton, on June 21st, shot and killed a man named George Ralston, his own wife, who was keeping house for Ralston, and himself, all with the shots in one revolver, and in the space of a minute. His wife had left him on account of his being a dissolute character and he committed the deeds because she would not return to him.

BOW RIVER.

There is no truth in the report that the Kicking Horse Pass is being abandoned by the C.P.R. engineers as a route for the railway. The line is being located each way from the summit, and the surveyors say that the work of construction will not be nearly so difficult as on many of the mountain railroads in the States. The most difficult part is that on the west side of the mountains, where the drop is very sudden into the valley of the Columbia. Parties are still at work in the Selkirk range, where some of them wintered, and Major Rodgers is still of the opinion that a practicable route through the range exists. One tunnel is spoken of 1,100 long, but whether this is the longest or whether there are many of them or not is not known. David Macdougall drove a herd of beef cattle up to the survey parties lately and Major Hurd talks of making a cart road along the line to the summit.

Lieut.-Gov. Dewdney has sent word to Major Walker of the Cochrane Ranch to improve the road between Calgary and McLeod to the amount of \$200, to be charged to the North-West Council. The money will probably be expended in bridging Pine or Fish Creeks.

The Cochrane Co. received lately another herd of 7,000 head of superior grade cattle from the States, and a number of Clydesdale stallions from Scotland, via Benton. A herd of thoroughbred bulls is being driven across country to the ranch from the end of the C.P.R. The Company's saw mill at the Elbow is now cutting lumber with which to put up a mill building. There is a shingle machine attached. Hon. M. H. Cochrane is expected at the ranch from Quebec via Benton shortly. The Company have the contract of supplying the beef required by the Indian Department in the northern part of the McLeod agency.

Barley is looking well all over and generally speaking potatoes also. A slight frost last month, however, injured some of the potatoes near the mountains.

The Indians are still stealing a few horses from each other.

The road between Bow River and Edmonton is good.

Very little goods, principally groceries, had arrived at Calgary up to the end of last month.

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Manufacturers of

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Yours truly,

McCLARY MANUFACTURING CO.,
Winnipeg, Man.

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Have now en route per steamers, and to arrive shortly,

106 PACKAGES OF GOODS,

Comprising a full Line of

STAPLE AND FANCY DRY GOODS

GENTS' FURNISHINGS,

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all personally selected in the best houses of Montreal, Toronto and elsewhere, and of the best quality obtainable.

Also to arrive by first through boats, a full stock of

GROCERIES,

HARDWARE,

GROCERY,

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BROWN AND CURRY.

LOCAL.

BOTH haying and harvesting are in progress. Five survey parties are expected to winter at Edmonton.

A PARTNER of Mr. H. Blecker, Lawyer, is expected here shortly.

J. R. MATHESON has purchased J. E. Ingraham's claim on Sturgeon River.

BLUEBERRIES and gooseberries are now on the market in unlimited quantities and at all prices.

MR. BRATTY and S. D. Mulkins left for Bow River on Tuesday afternoon last. They will be absent about two weeks.

REV. PERE LACOMBE left for Bow River on Monday last, to take charge of the Roman Catholic mission work there.

A SECOND run of stones is being put into the Edmonton Mills. They will be in time to help to tear up this season's crop.

W. G. IBBOTSON has purchased half of W. J. Graham's place immediately in rear of the H. B. Co. reserve, for \$300, and will build on it at once.

THE storm last Sunday blew a tree across the Goldfinger where she was lying at Bernard's slough, damaging some of the works slightly.

A. W. OGILVIE, D.L.S., in charge of one of the Peace River survey parties, is at Cypress, but expects to reach Edmonton about the 1st of November. He will winter here and go on to Peace River in the spring.

THE Manitoba Free Press says that the Rev. Mr. Sanderson, late of the Montreal Conference, has been appointed by the missionary authorities of the Methodist Church of Canada to Edmonton. He is expected shortly.

G. A. SIMPSON has purchased the claim of R. W. Tait on the south side, adjoining P. Tait's claim, for \$300, also a portion of the adjoining claim of Mr. Holmes, for \$100, and will build on them at once. The whole property has a half mile frontage on the river.

A HEAVY hail storm must have occurred on the Athabasca road sometime this season, as the freighters who have been there lately say that for a distance of 20 miles, near the Athabasca river, the trees were stripped of their leaves and the undergrowth broken down flat.

THE gunnys on the ferry scow at the fort broke on Monday morning on account of the heavy strain caused by the high water, letting the scow drift down to the old landing before she was got ashore. Had it not been that oars are kept constantly on the scow for use in cases of emergency it is likely that she would have been lost.

MAIL arrived on Monday evening last, coming by the south side all the way from Battleford. It filled seven large bags with letters and papers. Very few parcels came. It was the largest mail ever received here yet. The department has provided large oiled tarpaulin sacks to put the ordinary mail bags in, which when properly secured will keep the mail dry in all circumstances.

W. BORWICK, of the lower settlement, sowed about a pint of fall wheat last fall, just before the ground froze up. Of course it did not come up until this spring, but since then has grown amazingly and it was ready to cut last Saturday. The grain was plump and good, and some of the heads measured four inches in length. It appears to ripen considerably earlier than spring wheat. Mr. Borwick will experiment further with it.

THE sudden rise in the water on Sunday last started three rafts from their moorings at the H. B. Co. mill, shortly after dinner. Efforts were made to save them, but without avail. Towards evening two more got loose and went to join their companions, and two others which got away before and had been caught and moored above the lower mill, also left for parts unknown. A number of loose saw logs were also noticed going down amongst the other drift wood.

A CASE in which the Edmonton boom figures came up lately in Winnipeg before Chief Justice Wood. In April Robert Cassidy had bought several Edmonton lots from one Campbell and paid \$650 on them and he now wanted to either get the title or have his money refunded. He could get neither but was offered a quit claim deed, which he refused, and commenced the action. Judgment was given for

the plaintiff for the full amount of his deposit with interest from the time of payment. If other damages had been asked for they would likely have been entertained by the court. Land sharks had better look out.

A LETTER from Mr. D. S. McKay to the Winnipeg Real Estate Review appears in the London Free Press giving a very good account of this country. The paper heads it, "Edmonton and the lands where the Commercial Traveller's Colonization Company's lands are located." We would just like to know which particular part of this country has been granted to the C.T.C.Co., and whether they propose to colonize it with commercial travellers or not. This country has not suffered, so far, from a dearth of that useful class and possibly can drag out a few years yet without any extensive influx of the members of it. As a measure of protection, in case of invasion, it might be well to reserve a portion of the new cemetery for the exclusive use of the managers of this benevolent association, and see that at least this much of the society's land is colonized. A drummer, like an Indian, is only good when dead.

ON Friday, 11th, a tremendous wind and rain storm traversed the country west of Edmonton, but as there were few or no settlers, very little damage was done. Edmonton seemed to be at the eastern limit of the storm as there was no rain in the eastern part of the town at all. At St. Albert, however, it rained buckets full for about two hours and there was a little hail mixed with the rain. The storm was felt as far west as the White Mud, where trees were broken off like pipe shanks, and it is probable that it was still worse further west. On Friday night there was another heavy rain, and on Sunday the river began to rise, with the rush of water from the mountains, carrying down large quantities of drift wood. On Monday it was several feet higher than it has been at any time during the summer. For the benefit of eastern speculators we might mention that there is no immediate danger of the town site being flooded as it is as yet about 200 feet above high water mark.

A LETTER was received last mail from Mr. T. S. Stebbing, who left Edmonton last spring. It is dated from Pile of Bones Creek in the Qu'Appelle country, where Mr. Stebbing has taken a claim. He says the country there is filling up rapidly and that settlers who do not come in until fall will not get land east of the South Branch. They look for the site of the great city of the future to be at the C.P.R. crossing of the Pile of Bones Creek. The railroad graders commenced work there about the 12th of July. The road runs across the corner of Mr. Stebbing's claim. There is great speculation as to the route of the road but nothing is certain until the graders are at work. It is now being constructed several miles south of the line first surveyed. The Government reserved a township at the crossing of the creek but it had been all taken up six weeks before they thought of reserving it. A similar case occurred at Moose Jaw Creek. The railroad grading is principally done with machines. It is not expected that the track will be laid past Qu'Appelle until September and perhaps not then. Mr. Stebbing had a splendid trip down and is much pleased with the Red Deer River country. The coal on the Belly River was the best he ever saw, having burned it on the open prairie.

THE C.P.R. main line was completed to Broadview, some 125 miles west of Brandon, on the 17th of July.

THE massacre of Europeans in Alexandria, Egypt, by a military mob under command of Arabi Bey, news of which arrived by last mail, has resulted in the taking of Alexandria and the occupation of the Suez canal by the British. The British fleet opened fire on the Alexandria forts at 7 a.m., July 11th, and in two hours the greater part of the forts were ruined, and abandoned, the guns dismounted, the magazines blown up, 1,500 Arabs and Egyptians killed and 2,000 wounded, with a total loss to the British of five killed and 27 wounded. On the night of the 12th the Egyptian army evacuated the city and a small force of British occupied it on the 15th. The British Government is making every preparation for further warlike operations.

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343 St. Paul Street, Montreal.

NOTICE.

Whereas Charles Stewart has refused to complete the bargain between us by signing the necessary papers securing me, and whereas he has been twice tendered the amount paid by him to me, on the bargain relative to my claim, and has refused to accept it, therefore, notice is hereby given that I have this day paid into court the amount of six thousand dollars his cheque for \$5,950 and \$50 in cash, being the deposit aforesaid.

The public are warned against buying said claim on any representations made by said Charles Stewart, as the bargain between us is void.

Signed, WM. ROWLAND.

Edmonton, July 31st, 1882.

CITY OF SASKATCHEWAN.

Situated at the head of navigation on the west side of the North Saskatchewan River, opposite Fort Saskatchewan, the head-quarter's of the N. W. M. Police.

P. Heimnick, who has the most promising sites in this City, offers great inducements to persons who wish to possess themselves of valuable property in this the great city of the North-West.

The advantages of this site for a city are undisputed and not to be surpassed by any position on the North Saskatchewan, it is the center of five leading highways, viz: Lac la Biche, Battleford, Bow River, Athabasca, Peace River and the mining regions of British Columbia, it has full facilities for wharfage and is near to wood and coal, has ample facilities for reaching the timber regions of the North, the situation is dry and pretty and has been chosen for its superior advantages by an experienced government officer as the best and most probable crossing for a railroad on the North Saskatchewan.

All information given and correspondence solicited by the proprietor, as above.

P. HEIMNICK.

THE MCCLARY MANUFACTURING COY

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Yours truly,

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THE EDMONTON BULLETIN

Is published every Saturday morning at the office, Main Street, Edmonton.

Subscription price, \$2.00 for 26 issues, or six months.

Advertising rates: Five lines, three insertions, \$1.00; Transient advertisements, four cents a line each insertion.

Season advertisements \$1.00 per line.

OLIVER & DUNLOP,
Proprietors.

EDMONTON BULLETIN, AUGUST 19, 1882.

THE MAIL.

The order for the mail to travel in future, both in winter and summer, between Battleford and Edmonton by way of Fort Pitt and the north side of the river is not likely to add any to the efficiency of the service. While that route is undoubtedly the best in winter it is as undoubtedly the worst in summer, and in high water, owing to the numerous creeks, is almost impassable. The road from Battleford to Ft. Pitt is nearly as good as on the present trail but the trouble begins this side of Fort Pitt. The road between that place and Edmonton keeps close along the bank of the Saskatchewan, crossing all the creeks where the current is swiftest, the creek largest and the valley deepest. There are ten of them between Pitt and Edmonton that are swimming deep in high water and some of them are quite dangerous, especially those this side of Victoria. Besides the large creeks there are a number of small ones which were formerly crossed on bridges, but the bridges are rotten now and dangerous to cross on, while some of them are gone altogether, and as no freight comes that way it is not worth the while of any one to fix them, and they are getting more in need of repair every year. The road, too, is somewhat longer and on account of the deep valleys to be crossed and the roughness of it where it passes through timber as good time cannot be made on it as on the open plains to the south that the mail comes over at present. Besides the delay, there is a great danger of losing the mail altogether in rafting some of the creeks during high water as they are regular torrents, and if a person crossing misses the landing on the opposite side he cannot get ashore until he goes down to the main river, and even there his chances are none too good. These difficulties will be a bar to the bringing of passengers by this route, and the time has now arrived when a stage line is a necessity and would be a paying institution if the road were passable, but few people will care to run the risk and face the inconvenience that they must of necessity encounter on this north road, during times of high water.

The only way to make this road passable in all seasons is to bridge the creeks and it is not likely that either the Dominion Government or the North-West-Council will see fit to do this, as it would require an outlay of several thousand dollars. Were this done, however, it would not only benefit the mail service but would be to the advantage of the settlers at the different points along the river, by giving them better communication with each other and would have a tendency to cause new settlements to be formed and the old ones to increase, but the mere fact of the proposition being reasonable is sufficient to condemn it in the eyes of either the general or local governments.

The reason given for the change in the route is that Ft. Pitt and Victoria with the settlements to the north of the latter place might have the benefit of mail facilities, and this is quite right, but unless the road is made passable there is very little use in ordering

the mail to travel over it. These places could be served equally as well from the present route by having a carrier go out from them to meet the mail. From Victoria the distance is only about 12 miles and it would be much better to have the way bag sent out for that far than to have the whole mail and perhaps passengers dragged over the 250 miles of villainous road between Pitt and Edmonton. Or even the way bags might be sent from Battleford to Pitt and Victoria by steamer.

One third of the money needed on the north road would make the south road perfectly good and would benefit freighters as well as the mail, while the north road, on account of the many hills on it, will never be much used by freighters. The Vermillion and Beaver creeks are the only ones on the south trail that require expensive bridges and even with out bridges, as the current is much slower, are easier to raft than the ones on the north side.

If it is decided, however, to make the route by the north side permanent, it will be in order to improve it for winter travel as well as summer. Stations should be established at reasonable distances apart where supplies of hay and grain could be kept for the mail horses and shelter provided for any parties who might be travelling with it, as well as changes of horses. So far the mail has been run in winter without either food or shelter being provided for the horses, with the result that whenever the snow was deep or the roads bad in any way, it was delayed and the horses ruined besides. Each year the mail is heavier, and there is greater need for its coming through on time, and it is foolish to think that it can be run satisfactorily any longer on the old cheap plan. Either better preparations must be made or else the service will be a failure, and in order to improve the service the subsidy must be increased. Either stations must be built by the government or else the mail contractor must receive a sufficient subsidy and have the contract for a long enough time to pay him for doing it.

In this country as much or more depends on the prompt and certain delivery of the mail as in any other place, and it is about time that this little fact was recognized by the postal department, and measures taken accordingly. If we are not to have the mail any more frequently, at least let us have it in good order and on the dates on which it is due. In this scattered settlement, where some of the people have to come fifteen, twenty and even forty miles for their mail it is of great importance to them that it should arrive on the dates expected, as they have frequently been obliged to wait at Edmonton for several days, under heavy expense, for their mail, and after all been forced to go home without it. This has not always been the fault of the contractor, as there have been difficulties that he could not overcome, and it is now the duty of the department to see that in the future they are either overcome or avoided so as not to put the public to serious inconvenience and loss.

It is to be hoped that in another year our mail will come by rail to Calgary and thence by stage to Edmonton, but even in that case there would remain a necessity for mail communication between the different present and prospective settlements along the Saskatchewan and any permanent improvements that may be made will not be thrown away.

An item in the Winnipeg Times mentions the same townships as those granted to Dugan and Scarth as having been granted to Patrick Purcell. Wonder which are to be our masters. Purcell has gone to Ireland to bring out settlers. They are the kind we want. "The land for the people.—Hurroo."

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